

Official and Classified ADVERTISEMENTS

Continued from Page 16

ENGINES FOR SALE

DIESEL engines for sale, two
Laird four cylinder water cooled type
H/W 40-250M. Tel: Mr.
Morrison, John M. Henderson & Co.
Ltd., P.O. Box 26, Aberdeen,
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ONE ONLY — BAUDOUIN'
OK4 recently removed from re-
engined vessel, good condition.
ONE ONLY — BAUDOUIN
OK4, complete suitable for
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ONE ONLY — BAUDOUIN
OK4, twin drive single output
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12.75hp auxiliary engine.

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4.25hp mechanical gearbox.
No suitable offers received.

Tel: TEIGNMOUTH
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HENDALE 60hp stern running:
single cylinder. Telephone:
Woolverstone 539 Nr. Ipswich.

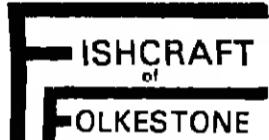
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boxes and all gearboxes at un-
beatable prices with quick delivery.
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Marsey Marine, 29a Old Chester Road, Birkenhead,
Merseyside. Telephone: 051-846
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gearbox, excellent condition, soon run-
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Also 1in. Jabsco four 9in. dead lights.
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LISTER HR4 65hp, 2:1 reduction,
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FISHING NEWS

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FOR SALE National engine type
M4A8 little used, no gearbox, offers.
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WM54 Mercedes-Benz diesel
marinified by Wizeman. Develops
64hp with air-cooled cylinder cooling. An
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demonstration model. Exchange
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LISTER 44hp HR4 air cooled,
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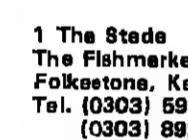
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From any company interested in the trawling and freezing of fish off the west coast of Africa.

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BOX No. 659

SITUATIONS WANTED

YOUNG trawlerman, five years
experience, wants work in shore fish-

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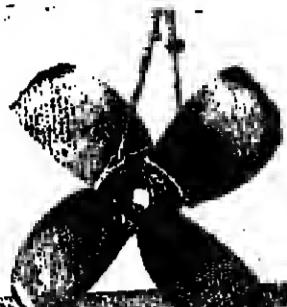
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FISHING NEWS

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Spasmegna — one of the lucky Northern Ireland vessels to get a Manx licence — heads into Douglas last week.

Manx herring —a 'blunder'

A PLEA from Northern Ireland to increase the number of Manx herring licences has been turned down by MAFF.

At a meeting with Minister of State, Edward Bishop, on Monday officials of the Northern Ireland Fish Producers' Organisation said there has been a blunder in issuing only 100 licences.

With 24 licences not taken up by vessels in the Republic of Ireland, these should have been made available to other vessels said the PO's chief executive Capt. W. J. Long. The extent of the blunder was seen by the increase in the daily quota from 5 units to 10 units per crewman, he added.

Capt. Long's plea for additional licences for Northern Ireland vessels has been made because, with the Mourne fishing closed this year, Ulstermen do not have the other fisheries available to them like the Scots.

"Even at this late stage, with the Isle of Man herring

closing on October 1, some dispensation from the Ministry would have helped out men who have invested a lot of money in gear, without even a chance of putting it in water," said Capt. Long.

Although they were disappointed by the results of the meeting, PO representatives were glad to have the opportunity to outline their problems in the event of a licenced fishery next year.

Goodbye to Othello

THE 1,113-ton freezer-stern trawler *Othello*, is leaving for Australia today (Friday, September 16).

Othello is the first of three BUT trawlers due to leave Humber-side for Albany, 250 miles south of Perth.

Her future catches as well as those of the 1,125-ton *Cassio* and the 1,131-ton *Orsino*, both of which are joining *Othello* in the near future, will be landed, processed and marketed mostly for consumption in Australia.

The project, as announced earlier in *Fishing News*, follows a deal in which BUT has acquired 50 per cent holding in Southern Ocean Fish Processors Pty. Ltd., and Southern Ocean Trawlers Pty. Ltd.

Othello is expected to take about six weeks to arrive in Australia.

In command is Yorkshire Skipper, Dick Spencer (34) previously with *Orsino* for 3½ years. He joined the trawler industry 17 years ago as deckie-boomer and has sailed with BUT's vessels throughout his career.

Othello will be taking equipment for a new fish-processing factory and trawler maintenance bay now being built alongside Albany Harbour for the Australian project.

Cassio and *Orsino* are still fishing out of Hull but it is hoped that *Orsino* will be ready to sail to Australia in late Autumn followed by *Cassio* early in the new year.

Before *Cassio* leaves for Australia, her freezing equipment will undergo modifications and a sonar net-drum will be fitted.

Initially, all of the trawlers will each be manned by a crew of 22 recruited on the Humber-side.

Othello will be taking

sea they would go — dead.

A spokesman for MAFF said he did not think it would be in the skippers' interests to continually dump their catches back in the sea. He said there had been complaints about this practice in the past, but evidence was hard to find.

Late this week the Ministry announced an easing of the regulations. All vessels may now land 36-tonnes without requirement for boxing, chilling or refrigeration; provided it is landed within 24 hours and is for human consumption.

Daphne Lawry, secretary of the Cornish Fish Producers' Organisation, said: "We are delighted by the news and we shall be asking for even more stringent measures. We are just so pleased that something really positive has been done at last, and that there has been some real conservation action by the Ministry."

Licences are issued free and can be obtained on application to any MAFF or DAFS area officer. The owner on applying has to give the name of his vessel, its registration number, name and address of owner or agent, the registered length, method of fishing, and whether a member of a producer organisation.

She said it was EEC policy that local fishing must be protected, and Brussels must be convinced that we were going to conserve the mackerel.

The new mackerel licensing controls apply to all UK-registered fishing vessels.

MACKEREL

they cover almost the entire area within the UK 200-mile limit, and they amount, in effect, to a ban on all UK fishing for this species directly for reduction to meat.

Known as the Mackerel Licensing Order 1977, the regulation covers International Council for the Exploration of the Sea (ICES) areas IV, VI, VII and VIII. These surround the British Isles and extend south to Spain.

It is estimated that up to 400 British boats have been engaged in the mackerel fishing. All will have to be licensed for an initial period from September 17 to October 31, when the system will no doubt have been assessed and changes made to it at last, and that there has been some real conservation action by the Ministry."

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As the licensing rules are reviewed over their first period, particular account will be taken of the need for the conservation of stocks, the total of landings to date, and the proportion of the catch which has been sold for human consumption.

The MAFF will also be holding discussions with the authorities concerned on the

need for more stringent enforcement of the Sea Fisheries Committee by-laws which prohibit fishing by vessels of certain sizes or type.

In 1978, the UK mackerel catch had risen to 86,000 tonnes and the total for all countries fishing within the ICES areas included in the licence control was just under 800,000 tonnes. This year several very large catchers, including the USA, have had to accept severe catch cuts and after restrictions applied to waters within the new 200-mile limits of the EEC committee, ICES has advised that the total catch should be kept within 280,000 tonnes and this informs the UK official attitude to mackerel fishing.

Although EEC vessels are not subject to UK licensing, they have to fish outside six or 12 miles, according to their arrangements, and the MAFF points out that they are subject to the general rules, subject to agreement in December. That patch, in 1977, about 100,000 tonnes less than those taken, did not exceed those taken during the previous year's fishing.

This sort of manoeuvring underlines the desperation of big fleet owners to keep fishing. And it seems to be clouding their judgement.

At the beginning of the year all the signs were there that the mackerel fishing would end up being tightly controlled. The most pointed indication of this was the announcement of a "standstill" for 1977 based on the previous year's fishing.

Along with blue whiting, mackerel is the last of the big fish stocks off our coast. What the Government should be doing now, is to make money available to convince people of its value as a food fish.

While licences look tailor-made for the Sooty herring purse seine fleet to increase its bulk fishing quota on mackerel, there is an implicit warning from the Ministry that a close watch will be kept and the new measures could be introduced at the end of the six-week period.

September 14, 1977

September 16, 1977

New BUT skipper is tops

THE FIRST TRIP of 21-year-old Paul Wheldon as a trawler skipper culminated in his new BUT ovoided *Lock Edge*, toppling the Mastodons groyne at Hull.

He had been out 25 days the Beer Island/Wake grounds, and a catch of 100 keta mackerel made £4,684, the codcatches averaging £2.10 per 100ft. kit.

Then, clutching a lifejacket and lifebuoy, M. Daniel Massieu, leapt into the sea and was picked up by the *Penee* lifeboat.

The skipper, suffering from shock, was picked up from the lifeboat by a Wessex helicopter from the Royal Naval Air Station at Culdrose and flown to Truro Hospital.

After treatment there he later joined his four crew members at the "Ship Institute" — of the Royal National Mission to Deep Sea Fishermen — at Newlyn, until returning to France.

The skipper was welcomed by most of the port's merchants who claim the position is worsening every week. With the local seiners laid up during the winter, because of the short day and heavy weather in the North Sea, coupled to expired quotas on the middle and distant water grounds, massive price increases are feared.

However, the matter rested with the lopers who totally refused to lift the ban on Icelandic trawlers landing at Grimsby, currently plaguing the Humber port.

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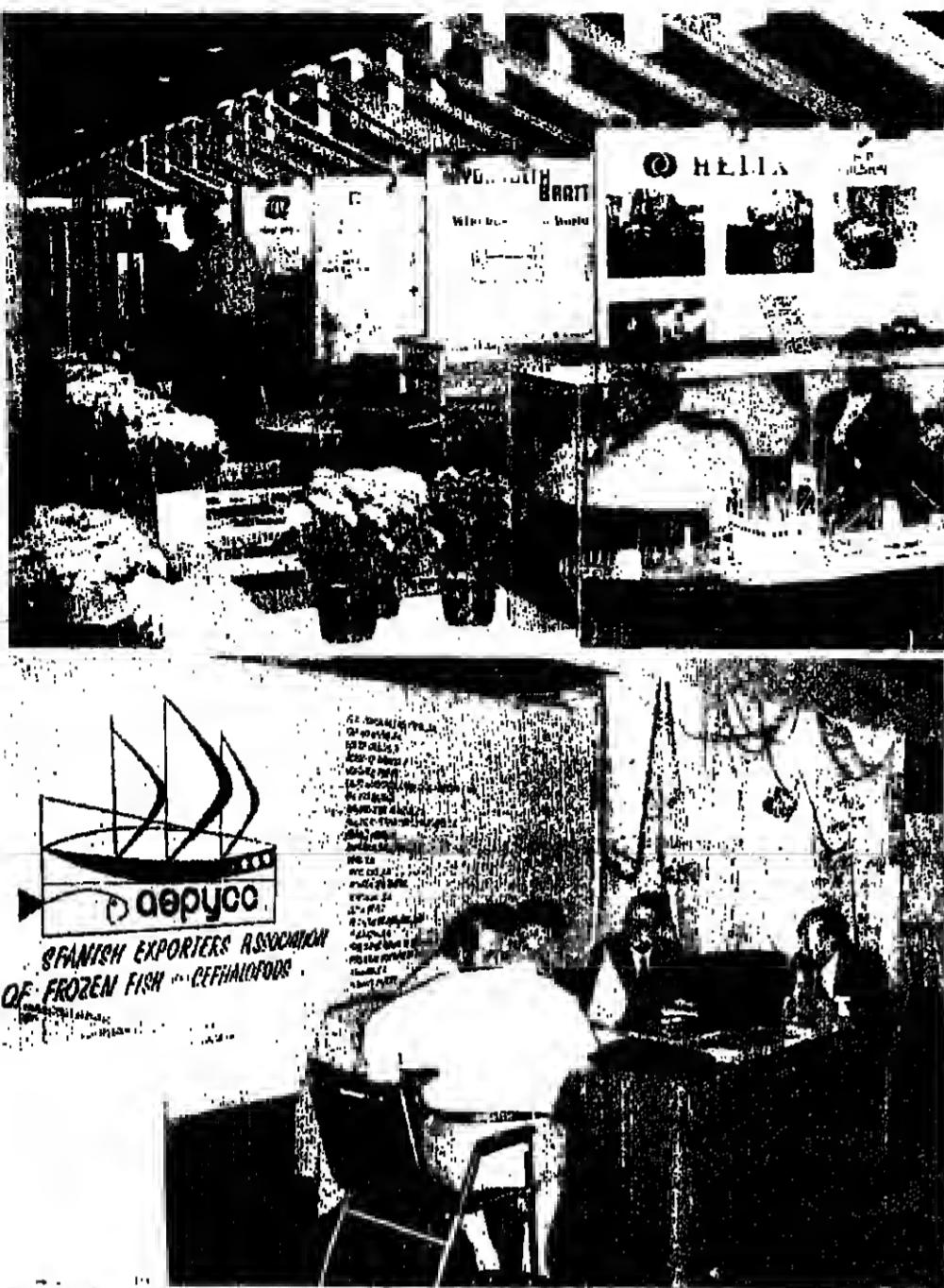
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Top: Nine exhibitors formed one of the most impressive displays on the Norwegian stand. Above: The Spanish were out in force looking for new markets for frozen fish.

THE WORLD Looking out for a cut of Canada's cake

THE WORLD Fishing Exhibition which closed in Halifax, Nova Scotia, last week restored some credibility to this well-travelled series of shows.

Efficiently organised, well presented and heavily attended, the show went a long way towards erasing memories of Marialla, France, two years ago when visitors were as rare as astronauts on the moon.

With equipment lined up from 14 countries there were no signs of big spending. However, this didn't seem to depress too many exhibitors. One told *Fishing News*: "This is not an immediate selling operation, we're here with an eye on the future. Canada has a huge fishing potential and we're happy to get our feet under the table for when it does take off."

Big foreign delegations from Norway, Poland, USSR and Japan were all in evidence, all sizing up the chances for a bite at Canada's under-utilised 200-mile limit. After a spate of initial

enthusiasm for prospects in Canada, British trawler owners seem to have lost interest. Only two were in evidence: one from Hull and one from Scotland.

What did become clear, is that it could be a long and fruitless wait for those fishing nations wanting to invest in Canada or take advantage of any big expansion in the fishing fleet. Speaking at the opening of the show, Federal Fisheries Minister Romeo LeBlanc said he was not convinced that massive foreign investment was needed.

Postponed

Mr. LeBlanc also wanted expansion of the east coast fleet postponed while the stocks had a chance to recover.

Referring to constant calls to build up a freezer trawler fleet, Mr. LeBlanc said: "I am not convinced that industry economics could support this type of expansion now". Priority would be given to coastal communities

dependent on inshore fishing, he added.

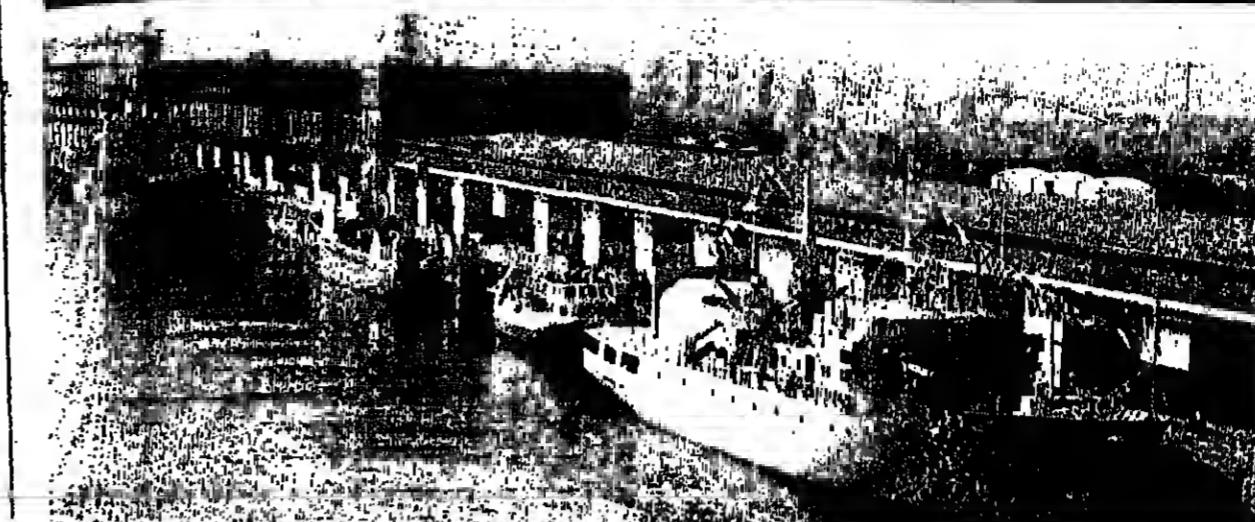
Most of Mr. LeBlanc's remarks were directed at a call from Nova Scotia Fisheries Minister Dan Reid for a \$500,000 loan expansion plan opportunity launched at the show opened.

While Mr. Reid did not think the Canadian government could provide all the money, he said that there is plenty of foreign capital ready to flow in. This was mainly from Japan and Eastern bloc countries, he added.

Against this heavy political background, the actual fishing hardware on display seemed to have a back seat. What was seen from the stands, was a heavy emphasis on processing equipment, reflecting the general fish supply situation throughout the world. Getting the most out of what fish is available seemed to be the name of the game.

We will be looking at some of the most interesting products at the show in *Fishing News* shortly.

FISHING EXHIBITION—HALIFAX



Demonstration ships moored outside the exhibition hall in Halifax. Attracting attention was the 86ft. *Brandsi*, a Canadian multi-purpose research trawler, on the two public viewing days. It was hard to contain the waiting queues of visitors. It seemed as if the whole province of Nova Scotia had turned out for the show.



The exhibition was opened by Nova Scotia Premier Gerald Regan (right). Also speaking at the opening was the Canadian Minister of Fisheries Romeo LeBlanc (left).

ART OF SCOTTISH SEINING



Skipper 'Davie' Smith.

SUGGESTIONS that Scottish fishermen were conservative in the design of their boats were firmly denied in Canada, last week.

"Some of the alternatives I've seen on offer would be more suitable for going to the moon than fishing the North Sea in winter," said Skipper 'Davie' Smith from Anstruther, Scotland's top earning seine net skipper with *Argonaut IV*. Skipper Smith was speaking at a Fishermen's Forum arranged in conjunction with the World Fishing Exhibition.

While most of the participants at the conference had little knowledge of

Scottish-type seinining, there was enthusiastic applause and a lot of questions at the end of Skipper Smith's talk, which he illustrated with a film made aboard his boat,

The modern conventional seiner took a long time to evolve explained Skipper Smith. The fact that they are among the most profitable boats for their size in the world is proof of their suitability for the job.

Turning to the development of seine net gear, Skipper Smith said that the introduction of the hydraulic power block had been mainly responsible for the present prosperity of the Scottish fleet. Big hauls of fish lost

because they were unmanageable in bad weather were handled quite easily with the power block.

Hauling with a power block meant that the net could be simultaneously flaked down ready for shooting. With a drum it would have to be hauled off again prior to shooting.

As the boats became bigger and more powerful, manila seine ropes were replaced with heavier synthetic ropes and this brought problems. Sometimes up to 14 coils of 3in. circ. rope on each side had to be handled. This was resolved by the introduction of rope reels.

Ten years ago, Skipper

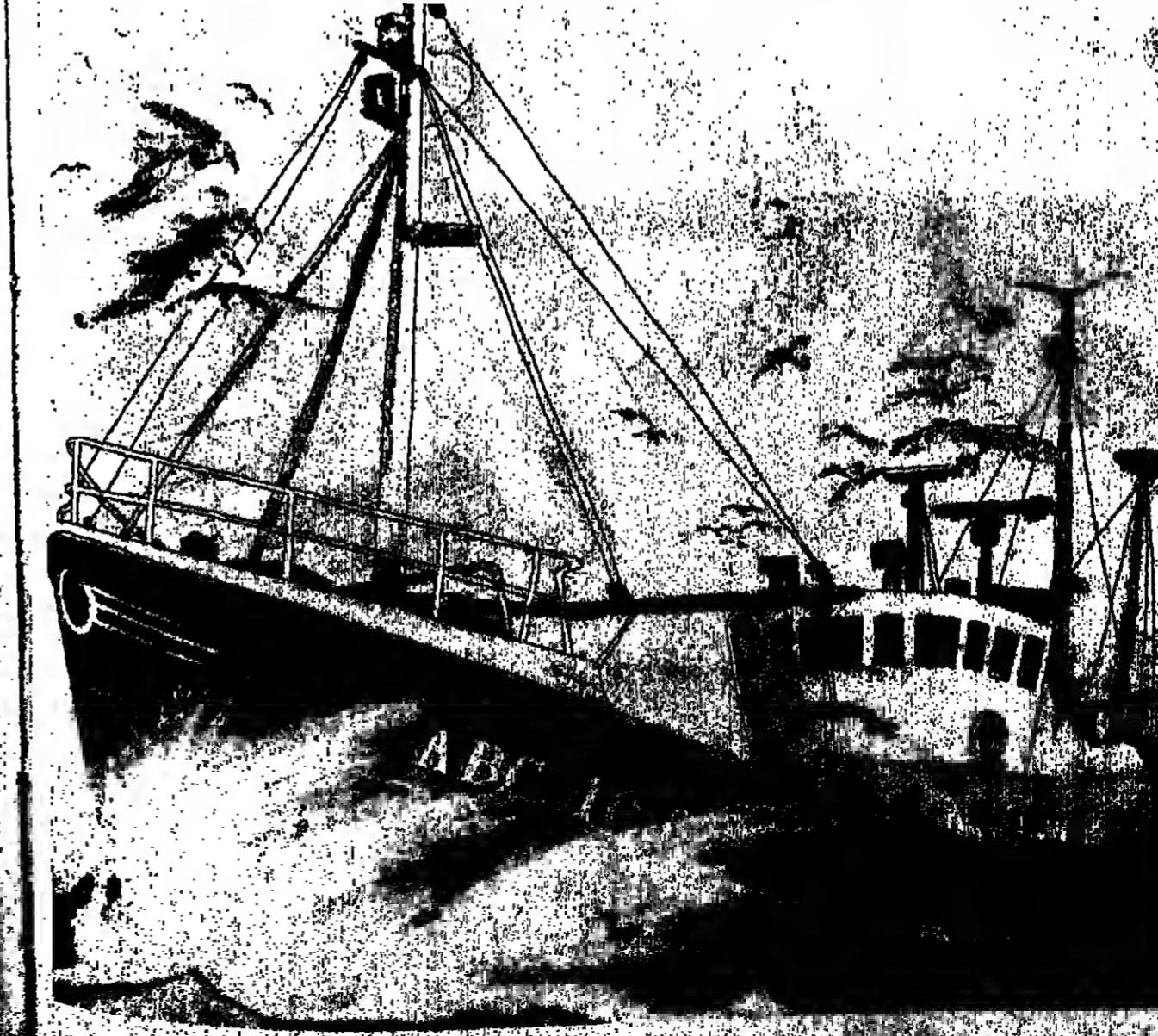
Smith pointed out that his 200-600hp, Skipper *Argonaut III* was the first Scottish seiner to have a power block; four years later she was the first to have rope reels. Now, nearly all the seine fleet has this equipment.

Another development of great importance to the seine net fleet was the introduction of the variable speed hydraulic winch. The flexibility this gave in relation to various propeller speeds, said Skipper Smith, had been a great advantage for Scottish seinining.

With most of the Scottish seine net fleet comprised of boats between 70ft. and 80ft. and with engines ranging from 200-600hp, Skipper Smith said he believed that power was not all that important when it came to the actual fishing operation. The only advantage from a big engine was in cutting down time to and from the grounds. The ability to be able to distinguish between hard and soft ground is all important in seinining. Fishing generally takes place on soft ground and most boats use two echosounders. One on a frequency of around 30 KC's using a fairly wide beam oscillator with good side lobes for ground discrimination. The second echosounder has a higher frequency and a

Continued on page 10

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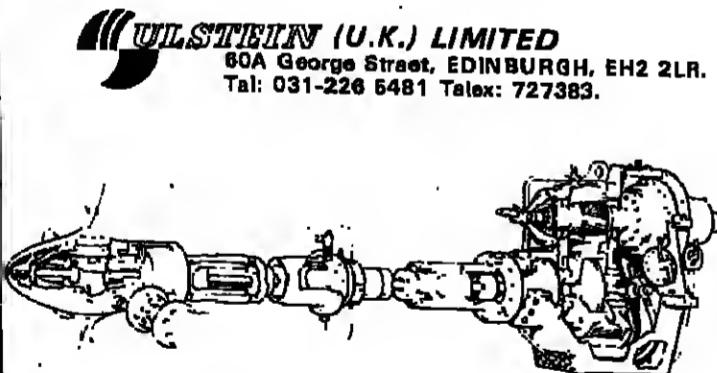
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Ship damaged in mercy run

THOMAS Hamling and Co.'s 659-ton trawler *St. Gerontius* (Sk. D. Platten) is at Tyneside after landing a £46,093 catch at Hull last week.

She is expected to be out of service for about six weeks after sustaining considerable starboard damage during an incident when homeward bound from the Bear Island grounds with 1,324 kts.

St. Gerontius had been among vessels answering a call for assistance put out off the Shetlands by the fire-stricken tug *Captain Craig*, which had been towing a barge about 300 ft. long until the tow lines fouled an under-water obstruction and parted.

At the time of the Mayday call *St. Gerontius* was about 20 miles. A helicopter took off the ten-man crew of the

damaged tug and landed them at Lerwick.

While *St. Gerontius* endeavoured to take the barge in tow a part of it hit and damaged the trawler midship during a heavy swell.

She had to abandon her towing attempt and completed her homeward run unaided.

The fire-damaged tug and the barge it had been towing were both taken to Lerwick by other vessels.

St. Gerontius was one of three vessels damaged to varying extents when answering the Mayday call. The other two were the *Seaforth Challenger*, the first arrival on the scene, and the Lerwick lifeboat. *Seaforth Challenger* was stated to have damaged her bow and to have a rope entangled in her propeller while Lerwick lifeboat damaged her rudder.

Tropical find at Hornsea



UNUSUAL marine animals attached to a steel float were found when Robert Rollins hauled up his crab pots 10 miles east of Hornsea.

He asked Alan Howard, marine biologist from the Fisheries Laboratory, Burnham-on-Crouch, to take a look at his catch.

Mr. Howard explained: "These creatures are known barnacles which are a tropical species not normally found in the North Sea. I have only seen them before in supplies from the middle waters and as specimens in museums and as specimens in University."

The goose barnacles have been kept and sent to the Natural History Museum in London.

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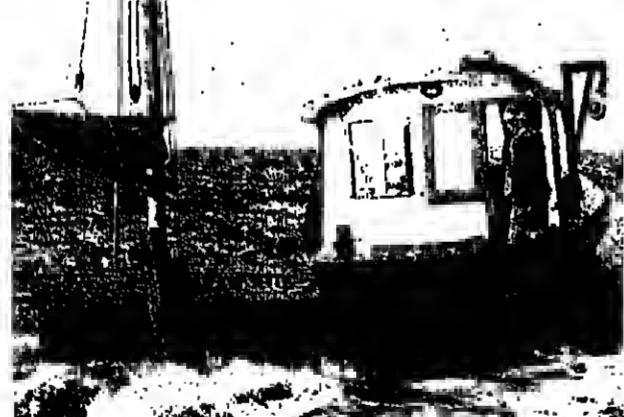
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'Suffolk Monarch' - top landings

SKIPPER D. P. 'Rogie' Smith brought his vessel, Small & Co's stern trawler *Suffolk Monarch*, into land at Lowestoft on Monday, last week, and topped the week's earning list with a £13,058 grossing from a 440 kit catch landed after 12 days at sea.

Second place went to Talleman's side trawler *Underley Queen* (Sk. Micky Reeder) which on Wednesday landed a 388 kit catch after 12 days out, to gross £12,098.

Third

The next three places also went to Talleman's own side vessels: *Oulton Queen* (Sk. Alan Hutchinson), being third with a £11,881 grossing on Monday, from a 424 kit landing made after 12 days out.

In fourth place was the stern trawler *Queen* (Sk. Colin Craig) which after a 12

day trip also landed on Monday with a 420 kit catch which sold for £11,641.

Sk. R. Able brought the *Fornham Queen* home for Tuesday's market with a 382 kit catch which sold for £11,554, the vessel having been away for 13 days.

Useful

In sixth place was the *Coloe* (Groop's Sk. Thomas Cole) (Sk. J. Ketteringham), made £11,542 from a 367 kit landing, after an 11-day trip.

Other useful landings in a week of nbt. very heavy catches, included *Scamper* with 302 kts. on Monday, when St. Jones had 321, St. Rose 371 and St. John 341.

On Tuesday, when only two boats returned to port, *Scamper* returned 358 kts.

Wednesday saw the joint trawler *St. Peter* (Sk. Alan Hutchinson) and *St. Paul* (Sk. Colin Craig) return with a 385 kit catch and *Scamper* had 314 whilst *St. John* had 307. *Scamper* had completed its *Claydon Bay Purification Board* (MBP) vessel, the *Boston Seal*, in December 1974 and the former

Winter warnings of restricted fish supplies

WITH supplies of wetfish below 20,000 kts for the second successive week Grimsby received yet another warning of what may lie ahead this winter last week as supplies from the middle waters were restricted to only four landings.

To the past year the port has come to rely heavily upon the middle water section,

which offers a much wider range of fish than that from distant water grounds, and although it was largely an artificial shortage created through delayed sailings during the recent ice factory disputes, it triggered off some panic buying.

Indeed the real threat of a very serious fish famine was only narrowly averted by a spate of distant water landings from seven trawlers, yet at times even they could not prevent demand outstripping the supplies.

For once, BUT's grip on both middle and distant water sections was loosened.

What middle water hauls there were went to Consolidated Fisheries' *Blackburn Rover* (Skipper

Dave Shaw).

By a mere £364 the *Borum* on £31,842 combined just nudged ahead. Seiner returns were fairly evenly spread amongst the various agencies, but last week it was the turn of Allard, Hawson's *Helen Gertsen* (Skipper Jorgen Gertsen) to collect the plumb trip of £7,788 from 22 kts of quality flats.

the problems arising from the ice disputes and not a single single-boat trawler was landed.

However there were two excellent trips by the pair *Tasma Carl Borum* (Skipper Regnar Borum) and *Jacqueline Borum* (Skipper Jan Borum) and Jean Scott (Skipper Phil Scott) and *Golden Venture* (Skipper 'Pete' Palfrey) which both topped £31,000.

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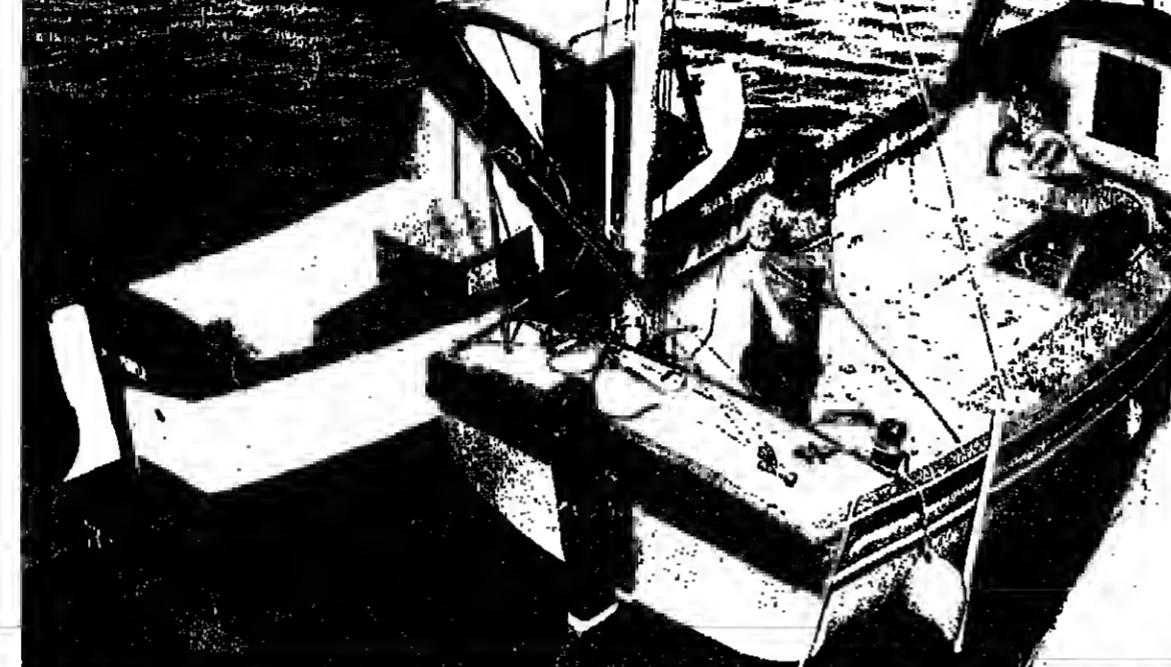
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Cornish yard offer GRP boat kits



Two Boys and Pamela, side by side. Two Boys is one of the little 15ft. "Cove Boats" designed by Gary Mitchell, Pamela vessel for Guernsey fishermen. Their builder, Treve Marine, will shortly have both these GRP hulls available in kit form.

CORNISH GRP boat-builder Treve Marine has launched four boats in one day. The firm gained an export order to send a boat to Indonesia and is to produce boats in kits.

The four boats — three 15ft. — Gary Mitchell designed Cove Boats and the DS25 craft Pamela — went out on sea trials during the same week. Pamela had already been on a trip to Hull where she was displayed at the Catch '77 fisheries exhibition.

The Cove Boats are for customers at the Cornish ports of Fowey and Hayle. Bonnie, the boat for Fowey, is open and has ply decks and an after locker large enough to store the engine.

Like the other Cove Boats, she has a heavy GRP lay-up, including transverse frames throughout, that no thwarts are necessary.

For economy, the owner chose a Seagull Silver Century Plus engine which will be supplemented with an inboard

next season. She will be fishing primarily for mackerel from Fowey and has a speed of between four and five knots.

The first Cove Boat for Hayle is also open. She is named Magic and registered at St Ives, but will be working from Hayle estuary. The owner finds this boat ideal for sea fishing, despite Hayle's rather nasty sand bar. The shallow draft of the Cove Boat, and her see-beating capabilities, overcome this problem.

Reconditioned engine

She is fitted out with an after seat and locker plus a fore deck end locker. The engine is a reconditioned Stuart Turner 8, swinging a 12in. x 10in. propeller, and the auxiliaries is a Seagull Silver Century Plus mounted on a bracket. On her sea trials she achieved 7½ knots.

The second Cove Boat for Hayle, Tina Rose is fitted out with a spacious foredeck cuddy which

Prices are now being worked out for Cove Boat kits £60 for an open version, less engine, is expected to be the starting price.

allows standing room. She has an after deck end locker, end wheel and tiller steering, and is powered by a new 8.75 Lister ST1MGR2 swinging a 10in. x 11in. propeller.

This boat, to be used for angling trips from Hayle, has an average speed of about 7 knots.

Pamela has been delivered to Guernsey for Mr. Tostevin of Roqueline Shellfish Ponds. Although he will be using this boat mainly for netting and angling trips, Mr. Tostevin specifically requested a multi-purpose vessel suitable for single-handed use.

She is, therefore, fitted with a Seawinch combination type 1C line/pot hauler, with the fabrications being designed and constructed by Mike Watkin, director and chief engineer of Treve Marine.

Export order

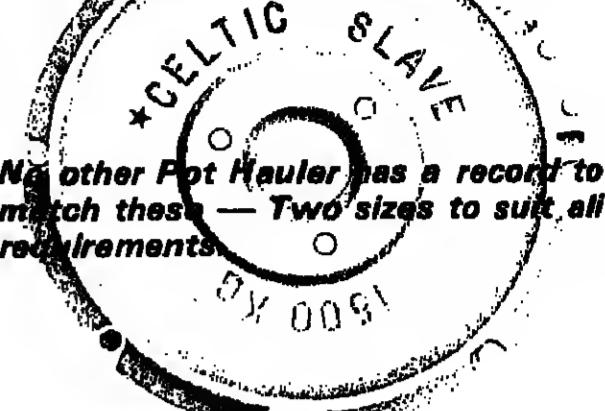
She is fitted with a new Lister STW3MGR2, 3-cylinder, 2:1 reduction engine. On the trip to Guernsey she had an average speed of 7.75 knots and used approximately 1 gallon of fuel per hour. She has created a tremendous amount of interest since her arrival in the Channel Islands.

Treve's first export order is for a Cove Boat to go to Indonesia as a purse seine skiff. She is to be an open boat with added features such as lifting rigs and net chute. The engine is to be a Lister ST1MGR2.

Kit boats is the latest development by Treve. It has an order for a DS25 kit which will cost around the £5,000 mark, less engine. The hull will be supplied complete and woodwork cut out.

Prices are now being worked out for Cove Boat kits £60 for an open version, less engine, is expected to be the starting price.

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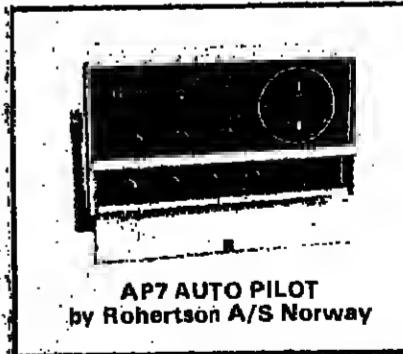
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Jobs at risk as herring stocks fade

THE SAD consequences of the signs that misled and the advice that was wrong are noted by the Fishery Economics Research Unit of the White Fish Authority in a brief survey of Employment in the British Herring Industry. The survey might more appropriately have been headed "non-employment", for this is the looming problem it outlines.

With the catch sharply down from the big years of the early 1970s, and now with the closure of the North Sea fishery, many jobs are now at risk in the processing and handling sections of the industry ashore. It appears that nearly 2500 people (23 per cent of all those engaged in fish processing in Scotland) are "connected" with herring.

This proportion goes up sharply in places such as Fraserburgh where more than half the local process workers are in the herring industry. But Shetland processors are the hardest hit. "This is the destruction of the herring industry as it once was in Shetland," one of them told FERU.

Now, plant designed mainly for the large-scale production of herring products mainly for export will be prematurely obsolete if the herring do not return and diversify. In the 1980s, rising catches, especially by British vessels in the west of

Steel builds to speed up



Production line for budget price hull

HULL STEEL CRAFT is to set up a production line to produce even more of its basic, but inexpensive steel hulls.

Just being sent away from the yard is the 25ft. hull which will be completed for Bill Hodgson to fish the Solway from Workington.

With a forward wheelhouse, rudder, stern tube and engine beds ready fitted, the 25-footer leaves the yard for £1,485; open versions sell for £1,285.

Partners Messrs. Peterson and Leighton, have nearly finished fitting out the 30ft. long hull displayed at Hull's Catch '77 show in June. This forward wheelhouse craft will go trawling in the Humber.

Hulls leave the yard at the rate of over one a week ready for fitting out. Recent wheelhouse 30-footer, an after 25-footer and a 37-

foot wheelhouse 30-footer have been given to David Ayres Marine, of local yards. One yard already half way through fitting a 30ft. open hull, the fourth to be built with an air

Restricted

The Council, however, believes that this is a restrictive practice and is to appeal to the Board that boats up to 50 ft. should be allowed to use small ports and that the limit on catches should be increased.

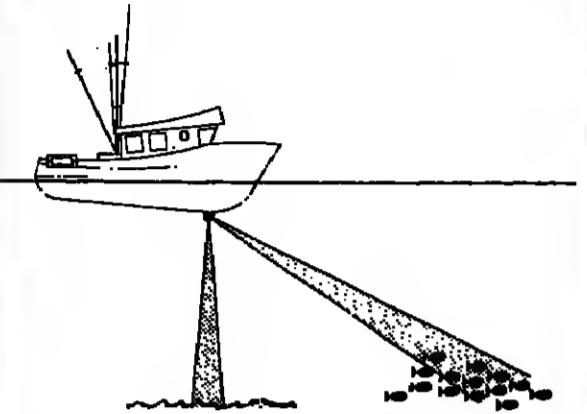
Council members are also to recommend that drift netters should be exempted from the restriction and that the ports of Garlieston and Kyle should be added to the list of places at which herring

can be landed.

It is

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Traps for Jumbo lobsters

"BECAUSE of some catches of large lobsters made with hoop nets here recently, we think it might pay to set a few pots with far larger entrances than the 4-in. (114 mm) entrances of those we normally use. It would help us to decide about dimensions etc., if you would send us information about jumbo lobsters, traps in which they are most likely to be caught and where they are obtainable."

"We should also like to know where to get or how to make a proper measuring gauge."

The Northern Lobster (*Homerus americanus*) grows to a length of over 3 ft. (914mm). Largest caught so far — in a trawl off the coast of North America — weighed 424lb or a little over 19 kilos.

In this country's European lobster (*Homerus gammarus*), 3ft. long and weighing 16 lb. 3 oz. (over 7 kg) was caught by nevel divers in Portmouth Harbour in an open basket type trap baited with whelks.

Other jumbo lobsters taken in British waters include a 13 lb. (6 kg) specimen landed at Gorran Haven and 11½ lb. (5 kg) specimens taken in pots off Mevagissey and Lundy Island.

About ten years ago lobster fishermen on the east coast of North America began trawling for lobsters in depths as great as 300 fathoms. They became so successful with their trawls that during a two year period 1964-1966 they caught nearly 10 million pounds of them.

Later, however, catches began to fall off. The clean grounds were over-fished and trawls could not be used on the rough ones. So they started using specially designed, large deep sea pots on the rough grounds.

They were made of steel because wooden ones would not stand up to the battering they received in the highly mechanized craft used for offshore lobstering.

Bare steel and wire pots were later superseded by pots made of vinyl clad, galvanize-

John Burgess' Log



Want to be a skipper?

IF YOUR ambition is to acquire a second hand's certificate to become in due course skipper of a fishing vessel, the first step to take is to obtain a copy of the regulations concerning examinations for Certificates of Competency, Skippers and Second Hands of Fishing Boats.

The book contains chapters on the compass, charts and navigational publications, chartwork, the sextant, the traverse tables, nautical astronomy, ship stability and on miscellaneous matters such as how to make use of aneroid barometer, and how to distinguish navigational marks and buoys used in current systems of buoyage.

Included in its 200 pages are no less than 131 figures and illustrations — 21 in colour.

It is obtainable from Fishing News Books Ltd, 1 Long Garden West, Farnham, Surrey for £3 plus 5% for packing and postage or through your local bookseller.

Fishery officers now use a triangular breech gauge to measure lengths of carcasses between rear of either eye socket and rear of the body shell.

You can get an officially verified gauge from your local Inspector of Fisheries or you can make one yourself out of brass or aluminium, taking care to ensure that the measurement of the gap on one side is exactly 80 mm.

Who stocks glands?

"COULD YOU give me

the address of a firm

which makes glands for

fitting on the outside of

rudder stocks to stop

them leaking.

Bruntoun's Propellers Ltd,

Sudbury, Suffolk and George

Spicer Ltd., Gaines House,

Brent Way, Brentford,

Middlesex, make such

glands.

inwardly over the grounds.

All boats have cathode ray fish finders and some are fitted with sonar. Some boats carry two Decca Navigator for multi-chain readings.

Describing the technique employed by most fishermen, Skipper Smith said that when the grounds are reached by using Decca Navigator, the hunt for fish begins.

"When a trace is found and evaluated on the fish finders, the vessel then turns into the tide and steams up for about ½ of a mile. A free-floating buoy is dropped with one end of the seine rope attached. The vessel then sets the gear, hopefully around the fish, in the shape of a huge triangle with the net about the middle of the base. The buoy is recovered and ropes and nets sink to the bottom."

In the next stage of the operation, the vessel steams slowly through the tide at about one knot time-hauling in the ropes at the same time. This is carried into the path of the net as the ropes move

of Competency.

The third, I suggest, is to buy in a copy of *Navigators Primer for Fishermen*.

It includes most of the information you will need to know for the examination.

The primer has been written by Captain I. S. Howell MBE who, for the last ten years or so, has conducted courses in Devon and correspondence courses for inspiring second hands.

The author, who holds Further Education Teacher Certificate is the Fisheries Organisation Society's Honorary Consultant or training, knows not only what candidates need to know but how to impart the knowledge.

This is proven both by the extraordinarily high percentage of passes gained by his pupils.

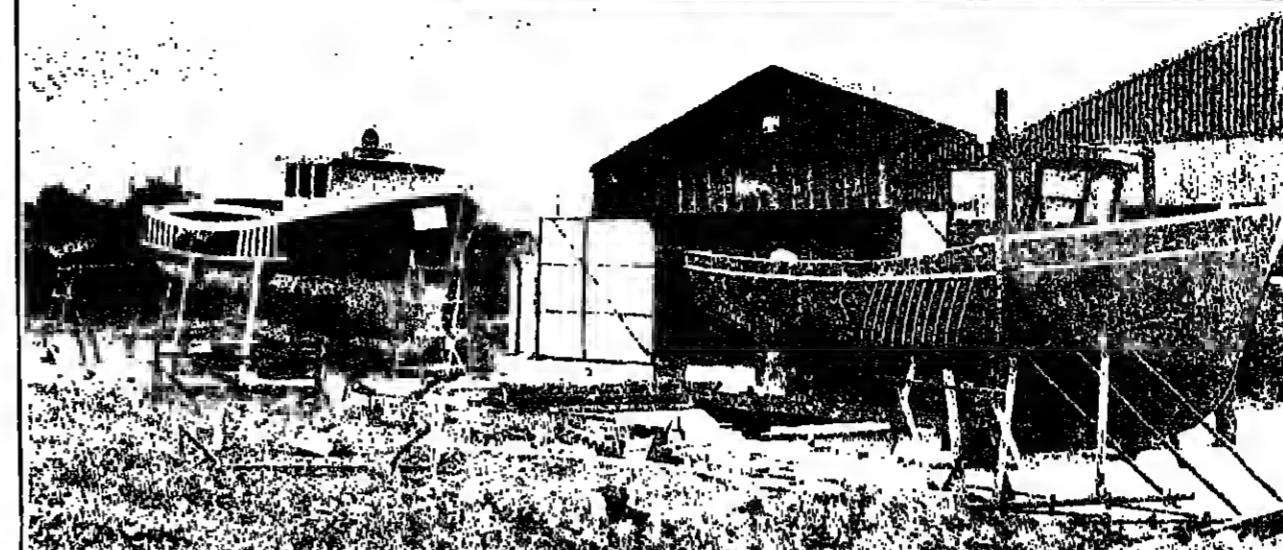
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GRP hulls catch on in Ireland



THE SUCCESS that the Cornish firm of Cygnus Marine has achieved with its range of GRP hulls in the UK looks like being repeated in Eire.

Now that Cygnus hulls have been approved by BIM, the O'Driscoll bootyard at Carrigaline, Co. Cork, has swung into full production, fitting out Cygnus hulls for Irish fishermen.

This picture taken recently at O'Driscoll's new

10,000 sq. ft. yard on the

Dwennabue river shows a

Cygnus GM38-footer (left)

nearing completion for John

Dochon of Tory Island, Co.

Donegal. The other vessel is

one of O'Driscoll's wooden

boats.

The fish yard has already

completed more than 10

Cygnus hulls. Last month

there were two GM-38s,

three GM-28s and one GM-

21 at various stages of com-

pletion there.

Pot-markers
caught
cost lives
says RNLI

LIFEBOATMEN have complained at the "cluttering up" of the narrow sea passage off Redcar by lobster pot marker buoys.

The department of Trade and Industry has been asked to investigate.

Redcar RNLI claims that the buoys are hampering sea rescues. Cox Dave Buckworth, considers that lives could be lost by delays.

Passage

It is essential that the lifeboat should have a clear passage to the open sea.

Only recently a rescue was "made very tricky" because of the marker buoys and the appeal to the department is to try and get the position sorted out.

North Sea oil-spill: fish stocks seem clean

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SALMON SPREE

ANOTHER big landing of drift net caught salmon has been made at Whitby. Nearly 1,000 fish were taken in one day up to 10 miles off shore.

The total weight of the organisms exposed beneath the oil slick showed no adverse effects and plankton samples taken appeared normal.

Detailed chemical analysis of fish caught in the area showed no evidence of oil contamination, and a taste trial

Diesel parts and service

Billingsgate

RETAILERS visiting the market would doubtless be somewhat annoyed when they compare what they see with the food hygiene standards they are required to adhere to in their own shops.

They must ask themselves why should it be necessary to spend money and to discipline staff and their level of food distribution when the most elementary rules are blatantly ignored at the stage immediately before them.

They will notice the dirty walls, the dust and dirt-gathering clutter, the lack of washing facilities and the general air of disarray.

The salesmen who they deal with will probably be smoking. The floor itself may not be on the floor, but it will probably be so near to the floor that it can easily be splashed with melted ice and dirt.

They will see refrigerators and display cabinets but no cleaning routines beyond the occasional hose-down.

What they will probably not see is the environmental health inspectors, whose colleagues enforce the rules in retail shops. Retailers must use clean wrapping paper for their customers' purchases, but their own may be packed in twice-used, never cleaned boxes, open to the elements, and transported in uncovered lorries.

Of course there are individuals and firms who care, who improve their lighting, who paint their shops, who attempt to protect their premises from contamination, but they are working against the general atmosphere of laissez-faire.

For years the authorities have allowed these conditions to exist, seemingly in the hope that all will be well when the promised new market is built. But as that particular project appears to move further and further into the future, our retailers will doubtless wonder whether glittering new facilities will ever overcome the years of

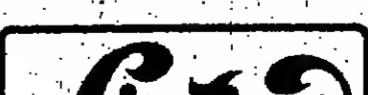
mean they're expensive.

In fact, often you'll find genuine parts are cheaper than copies—check with your local parts stockists.

And, the only way to preserve that reliability is to use genuine Lister parts.

All our replacement parts are made to the same high standards as the originals.

But, just because they're genuine, it doesn't



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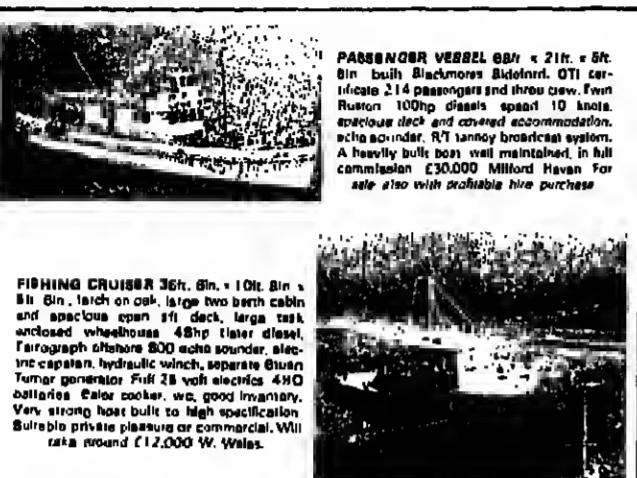
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Telephone: Pembroke 3881/2

IP23, BMC 2.2, PRM 2:1 reduction, fully decked, G240, television, compass, cooker, two berths, Teleflex steering, Telephone Clacton 22802 evenings. £4,750.

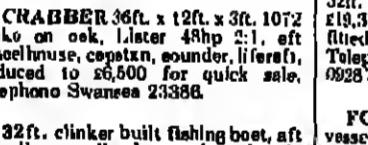
ISLAND Plastic 23 MCFV first launched June 1977 with Mercury OM63B diesel 42hp. Reduced to £6,400 for autumn sale, can be viewed in Poole. Telephone: Bournemouth 46994 after 6 p.m.

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M/B HEATHERBELLE LK 263

Built 1948 by James Nisbet, Fleetwood. Wooden 40ft. x 16ft. x 8ft., built with a Kelvin T4 120hp engine installed now in 1974, also rewelded and new wheelhouse fitted at that time. Electronics on hire: Decca Mk.12, 350ft plotter, Decca 050 radar, KH VHF. Boat's property: Radar, depth, KN 52B and echo sounder. The vessel is rigged for haul with gaff, gaff bows, 12m. and a quantity of gear, including the anchor including 2 x 40ft x 12m. gaff, white fish heads 2 band set, bowline 2 bowline trawls, 12 scallop dredges, 2 sets doors, wires, baskets etc.

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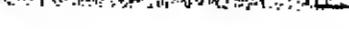
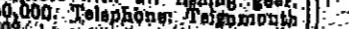
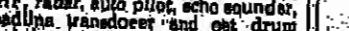
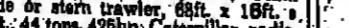
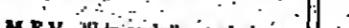
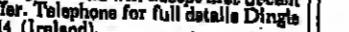
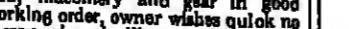
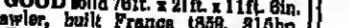
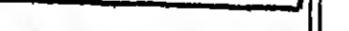
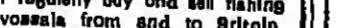
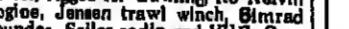
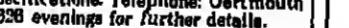
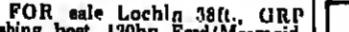
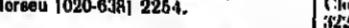
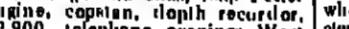
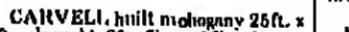
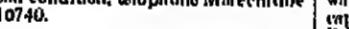
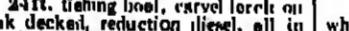
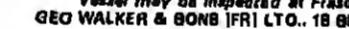
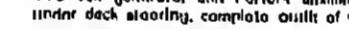
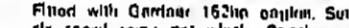
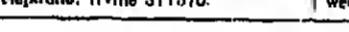
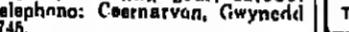
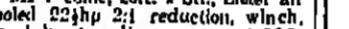
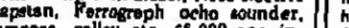
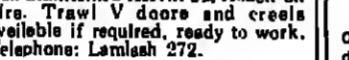
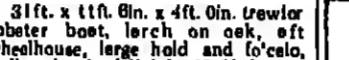
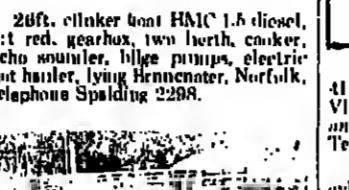
GREEN PASTURES II

Built of wood in 1915 by Hord & MacKenzie, Bucks, Len. 70ft, beam 22ft, draught 10ft, engine Cat 333 340hp Gardner unit. New 15 ton Andreassen hydraulic winch. Robertson engine which 21 ton lift. Caron power block Electronics with Simrad EH and Kelvin Hughes MS9000 with Kelvin Hughes autopilot all ship's property. Decca Navigator and plough on hire. Ten fjord hydraulic steering. Subtract net sounder cable type with automatic winch 1000 mts of cable, new Simrad VHF.

Further particulars from:

Norman McGee,

1 Graenue Estate, Green Caeillia Road,
Kilkellet, Ireland. Telephone: Kilkos 6240.



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Continued from Page 14

September 16, 1977

Official and Classified ADVERTISEMENTS

Continued from Page 14

VESSELS FOR SALE

FOR SALE

'SONIA' BCK 131

31ft. x 10ft. x 3ft., teak hull, Ford 412 t. 2.1 t. forward wheelhouse, VHF, radio, sounder, fitted out for angling or diving parties, £4,000. Telephone: Weymouth (0205) 22015.

30ft. x 10ft. x 3ft., teak hull, three cylinder Lister, forward enclosed wheelhouse, large cockpit, bilge pump, rig, anchor, VHF radio, £3,000. Telephone: Newquay 2129 or 272.

23ft. x 8ft. open launch of heavy clinker construction, recommissioned (Hull) Peter wheel, new staynging roll, anchor etc. ideal angling, putting boat. Telephone: Southampton 270762.

31ft. x 10ft. 6in. x 4ft. 6in. trawler, lobster boat, teak on oak, stern deck, well maintained Kelvin JG, Kelvin on hire. Trawl V. doors and creels available if required, ready to work. Telephone: Lamplash 272.

31ft. x 10ft. 6in. x 4ft. 6in. trawler, lobster boat, teak on oak, stern deck, well maintained Kelvin JG, Kelvin on hire. Trawl V. doors and creels available if required, ready to work. Telephone: Lamplash 272.

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